

T-521

MINNIE G. (Hooper Island draketail)
St. Michaels, Maryland

MINNIE G. is a 36' long motorized workboat with a distinctive "torpedo" or "draketail" stern--a vessel type known as a Hooper Island boat. Launched c. 1922 at Hoopersville, Hooper Island, she is believed to be a product of the well-known boatbuilder Bronza Parks. Built of wood and with a considerable amount of reverse rake to her stern, the vessel has a beam of 6'8" and a depth of 2'6". She is on display at the Chesapeake Bay Maritime Museum. MINNIE G. is significant as being one of the few surviving examples of a distinctively regional Chesapeake vessel type known as a Hooper Island boat which was the first type of power workboat developed in the Bay region. The vessel is also important as being a probably product of the well-known boatbuilder Bronza Parks.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-521

Magi No. 2105215733

DOE ___yes ___no

1. Name (indicate preferred name)

historic MINNIE G.

and/or common Hooper's Island "draketail" CBMM 74-45-1

2. Location

street & number Mill Street ___ not for publication

city, town St. Michaels ___ vicinity of congressional district

state Maryland county Talbot

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Chesapeake Bay Maritime Museum

street & number telephone no.: 745-2916

city, town St. Michaels state and zip code Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

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Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a motorized deadrise workboat with a distinctive "torpedo" or "draketail" stern, of a type built and used around Hooper Island for trotline crabbing and oyster tonging. She is built of wood and measures 36' long overall. There is a considerable amount of reverse rake to her stern, which can be discerned in the boat's measurements of 32'2" length on deck increasing to 33'3" at the waterline. Her beam is 6'8" and she draws 2'6". Launched c. 1922 at Hoopersville, Hooper Island, Dorchester County, the boat is believed to be a product of the well-known boatbuilder Bronza Parks. She is on display at the Chesapeake Bay Maritime Museum as an example of the distinctive regional type known as a "Hooper's Island draketail" or "ducktail," a few of which still work in Chesapeake waters.

The boat is Bay-built using cross-planked construction in a herringbone pattern. The keel is fir, frames ash, and planks pine, with metal fastenings. Staving was used at the bow where the single stem piece is slightly curved and set at a raking angle. There is a little flare to the bows. The hard chine fairs into the bow about 3' from the stem. There is a plank keel in four parts, with the deepest part aft where it deepens from 6" to a 16" skeg at the propellor. The fantail stern is constructed using vertical planking, with the planks set on a diagonal towards the bow. The stern is rounded with a reverse rake. The rudder, of metal and 16 1/2" long by 13 1/2" deep, is mounted inboard, on a pipe shaft set about 2 feet from the after-end of the torpedo stern. It is controlled by two steering cables led to the end of an 18"-long "tiller", connected to a steering lever on the starboard coaming forward.

The vessel is half-decked, with a foredeck and afterdeck. Tapering washboards with a maximum width of 1 foot amidships are formed of single wide planks scarfed together at the ends. There is an enclosed cuddy measuring 7' long on the foredeck; it is topped with a small "doghouse", with three windows and full-length closing doors aft, to provide shelter. The cuddy is fitted with a combination seat and storage box. On the foredeck are a sampson post and wooden fairleads. The afterdeck, beneath which is a gasoline tank, is equipped with cleats and chocks.

The vessel was powered by a 120-horsepower, 6-cylinder gasoline engine, converted from a 1954 Chevrolet automobile engine with Flagship marine gear. The engine has been removed from its housing in the stern--a box measuring 4' long on deck and 28" wide. The engine driveshaft is cased in a metal pipe run along the starboard side of the keel.

The finish is white paint with green-painted rubbing strakes. The name MINNIE G. is displayed in large plastic screw-on letters mounted on both sides of the bow. There is copper bottom paint below the waterline and ice sheathing along the chine, except at the stern. The inside planking and floorboards are painted gray. The boat has undergone some restoration by the Museum. Replacements include the inner and outer stem, part of the starboard chine log, bow planking, sampson post, and some of the frames. Extensive restoration was done by the owner before the boat was donated to the Museum.

8. Significance

Survey No. T-521

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c. 1922 Builder/Architect att. to Bronza Parks

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being an important surviving example of a distinctively regional Chesapeake type--the Hooper Island boat, first developed in the Hooper Island area in the early years of the 20th century. The vessel type, with its distinctive "ducktail" or "draketail" stern, was the first type of power workboat developed in the Bay region. The vessel is also significant as being a probable product of the well-known boatbuilder Bronza Parks.

The unique design of the Hooper Island boat is recognizable by its reverse-rake, round "draketail" (also called locally, "ducktail," "dovetail," or "torpedo") stern. This stern was favored by watermen because it reduced spray over the stern in choppy waters. The unusual design has inspired several theories regarding its origin. According to M.V. Brewington, the ducktail stern represented an improvement over early power workboat designs attempted by Bay builders, such as the motorized log canoe. In Chesapeake Bay: A Pictorial Maritime History, Brewington wrote:

Not all design ingenuity passed with sail; when internal combustion engines first appeared about 1904 they offered a challenge the Bay builders quickly accepted. . . One builder who lived in a place where every vessel bound up the Bay almost had to pass his door, frequently saw torpedo boat destroyers [of World War I production] racing by. Thinking such a hull would make a good motor boat, what he could see of their hulls above water he copied from stem to stern. With a V-bottom she gave the Baymen . . . speed, low cost, and beauty. Named the Hooper's Island boat after the home of the first builder, the design spread all over the Bay in a short time.

The son and grandson of watermen, Bronza Parks of Wingate began his career as an oyster dredger but switched to boatbuilding in his late twenties. Specializing in skiffs and power boats for both pleasure and commercial use, Parks prided himself on building no two boats alike--he tried something new and different on each. He is widely known for his high quality workboats and for his legenday skipjack ROSIE PARKS, now at the Chesapeake Bay Maritime Museum. He was fatally shot in 1958 at his boatyard during an argument with a client.

9. Major Bibliographical References

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Marion V, Brewington, Chesapeake Bay: A Pictorial Maritime History (Cambridge, Md: Cornell Press, 1953)

Thomas Gillmer, Working Watercraft: A Survey of Surviving Local Boats of America and Europe (Camden, Maine: International Marine Publishing Co., 1972)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society date 5/84

street & number 201 W. Monument St. telephone 685-3750

city or town Baltimore state Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438



369-42A

T-521

MINNIE G.

St. Michaels, Md

bow

M. C. Wootton 5/84



369-4A

T-521

MINNIE G.
St. Michaels, Md

stern

M. C. Wootton 5/84